





## Intimations.

## DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

**ASPERATED WATER MANUFACTURES, WINE & SPIRIT IMPORTERS.**  
Selections from our Wine and Spirit List—  
UNRIVALLED OLD SCOTCH WHISKY.

A Blend of the  
FINEST WHISKIES  
that Scotland produces Thoroughly matured.  
Per bottle \$1. Per dozen \$10.

**COGNAC.**  
Extra—A pure genuine grape spirit matured in wood.  
Per bottle \$1.50. Per dozen \$16.

**SHERRY.**  
Amontillado, a natural wine, old bottle and bottled, dry, delicate flavour.  
Per bottle \$1.10. Per dozen \$12.

**PORT.**  
Purple capsule, Tawny with age, fine bouquet.  
Per bottle \$1.25. Per dozen \$14.00.

**CLARET, ST. JULIEN.**  
An excellent dinner wine.  
Per bottle \$1.00. Per dozen \$10.

(Telephone No. 60.)  
Nos. 22 & 24, QUEEN'S ROAD CENTRAL.  
Hongkong, 17th February, 1890. [52]

## WINES AND SPIRITS.

## A. S. WATSON &amp; CO., LD (ESTABLISHED A.D. 1841) HONGKONG.

WE invite attention to the following old  
labeled Brandy, all of which are of ex-  
cellent quality and good value for the money.

The same being specially selected by our  
London House, and bought direct from the most  
noted Shippers, are imported in wood and bottled  
by ourselves, thus enabling us to supply the  
best growths at moderate prices.

When ordering it is only necessary to state  
the name and quantity of Wine or Spirit wanted,  
and initial letter for quality desired.

Orders through Local Post or by Telegram  
receive prompt attention.

PORTS. (For Invalids and general use.)

Per Case. Per Bottle.

A. Alto Douro, good quality, \$10 \$1.00

B. Vintage, Superior quality, 12 1.10

C. Fine Old Vintage, superior quality, 14 1.25

D. Very Fine Old Vintage, extra superior, 18 1.50

SHERRIES.

A. Delicate Pale Dry, dinner wine, 6 0.60

B. Superior Pale Dry, dinner wine, 7 0.75

C. Manzanilla, Pale Natural Sherry, 10 1.00

D. Natural Sherry, Red Seal Capsule, 10 1.00

E. Very Superior Old Pale Dry, choice old Wine, 10 1.00

F. Extra Superior Old Pale Dry, very finest quality, 10 1.00

G. Black Seal Capsule (Old Bottled), 14 1.52

CLARETS.

A. Superior Breakfast Claret, 4 \$1.50

B. St. Estephe, Red Capsule, 4 5.00

C. St. Julien, 7 7.50

D. La Rose, 11 12.00

BRANDY.

A. Hennessy's Old Pale, Red Capsule, 12 \$1.10

B. Superior Very Old Cognac, Red Capsule, 14 1.25

C. Very Old Liqueur Cognac, Red Capsule, 18 1.50

D. Hennessy's Finest Very Old Liqueur Cognac, 24 2.00

SCOTCH WHISKY.

A. Thorne's Blend, White Capsule, 8 0.75

B. Watson's Glenorchy Mellow Blend, Blue Capsule, 8 0.75

C. Watson's Abou-Glenlivet, Red Capsule, with Name and Trade Mark, 8 0.75

D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 10 1.00

E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY.

A. John Jameson's Old, Green Capsule, 8 0.75

B. John Jameson's Fine Old, Green Capsule, 10 1.00

C. John Jameson's Very Fine Old, Green Capsule, 12 1.10

GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name. 10 1.00

GIN.

A. Fine Old Tom, White Capsule, 4 0.40

B. Fine Unsweetened, White Capsule, 4 0.40

C. Fine A. V. H. Geneva, 5 0.50

RUM.

Finest Old Jamaica, Violet Capsule, 12 1.00

Good Lowland Island, \$1.50 per Gallon.

LIQUEURS.

Benedictine, Maraschino, Curacao, Herring's Cherry Cordial, Chartreuse, Dr. Siegel's Angostura Bitters, &c.

BIRTH.

On Monday, 17th February, at 5, Nanking Road, Shanghai, the wife of Lieut. H. E. BOURCHIER, R.N., of a daughter.

DEATH.

At Shanghai, on the 16th February, 1890, GEORGE PATTERSON, 2nd Engineer, R.N. *Sin Nanning*, aged 30 years.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, FEBRUARY 22, 1890.

TELEGRAMS.

RUSSIA AND TURKEY.

LONDON, February 19th.

It is reported that Russia is again pressing Turkey for payment of the war indemnity.

## BISMARCK.

There are persistent rumours in the Continental Press that Prince Bismarck retires from the Prussian administration.

## AFRICAN EXPLORATION (?)

A strong force under the command of Captain Wissman with magazine rifles and eighteen guns starts in April for the interior of Africa.

## RUSSIA PREPARING.

Russia is building several ironclads and large cruisers.

## A DISASTER IN CANADA.

The Toronto University has been totally destroyed by fire.

## (From the Comercio.)

## THE CHINESE IN THE PHILIPPINES.

MADRID, February 14th.  
The new regulations as to the poll-tax on Chinese in the Philippines have been confirmed. These over fourteen years of age will be subject to an additional tax of eight per cent.

## SPAIN.

The loan for the Antilles is before the Congress; the Ministry will also deal now with the question of the loan to the Philippines. Senor Canovas has agreed to the law of universal suffrage, and has expressed his desire to forward democratic reforms.

## LOCAL AND GENERAL.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE agents (Messrs. Carlowitz & Co.) inform us that the Navigazione Generale Italiana steamer *Bormida* left Singapore yesterday for this port, and may be expected on the 1st prox.

ZOLA reports that his attempt to reduce his weight, which was very great, by no drinking, resulted in a reduction of ten pounds in eight days. At the end of three months he has lost forty-five pounds and was in much improved health.

OUR readers will not forget that to-night the Fisk Jubilee Singers will commence a short series of concerts in the City Hall. Their reputation in the U. S. & Europe has been uniformly high, and their programme promises to be more than usually pleasing.

TO-MORROW morning, between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag, will call alongside any vessel coasting pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

AMONG the monarchs out of work just now are Dom Pedro of Brazil, Milan of Serbia, Alexander of Battenberg, Amadeo of Spain, the Empress Eugénie of France, the Empress Maximilian of Mexico, the ex-Queen of Naples, the King of the Serdang—and our local monarch the King of Siam.

THE steamer *Prospérité*, which arrived from Japan to-day, reports that during a gale experienced on the 18th a sea which she shipped stove in the forward bulkhead, flooding the cabins, and carrying away the steering chain on the port side, necessitating the vessel being hove to for three hours.

In addition to the influenza, Europe is said to be threatened with an epidemic which has probably never before invaded its territory. It has its cradle in the Peninsula of the Ganges, and is called the red fever of India. It is an eruptive malarial, disclosing some of the characters of measles and scarlatina.

THE largest piece of gold ever taken from the earth was discovered May 10, 1874, at Hill End, New South Wales, on the claim of Beyer & Hultman. It was an irregular shaped slab four feet nine inches in length and three inches in width, with an average thickness of about three inches. It weighed something over six hundred pounds, and, although not virgin pure, assayed \$148,000. The most remarkable part of the story is that the men who found it did not have money enough to pay their board bills the week before.

ONE of Colonel "Bob" Ingersoll's stories is that he found himself alone in the office one day while as a young man he was studying law with a firm out West. He was interrupted by the entrance of a raw-boned, sharp-featured country woman, who ambled into the room, leading a frocked-faced, water-eyed, ten-year-old boy by the hand. "Air you the lawyer?" she began. On being answered in the affirmative she went on to say that she had brought her Jim to town for the purpose of binding him out to the "lawyer's trade." She was morally certain, she averred, that Jim was a born lawyer, and that all he needed was a chance. "But, madam," objected the Colonel, "he is entirely too young to begin the study of law." "Too young, indeed," sniffed the fond mother, contemptuously. "You don't know Jim. He was just born for a lawyer." Much amused, the Colonel asked her on what grounds she based her hopes for the future greatness of the bar for her darling child. "Why," said she, "when he was only seven years old he sat work and swore he wouldn't do another lick if he got killed for it. When he was eight he got sassy, and put on more airs than a prize horse at the county fair, and now, Law bless me, he jest freeses on to everything he can lay his hands on."

A SAD accident, resulting in the death of Mr. George Patterson, second engineer of the *Sin Nanning*, occurred on board the *Kwonggang* about 1 a.m. yesterday (16th) says the *N.C. Daily News*. Both vessels were alongside the Associated Wharves, the *Sin Nanning* being outside, and the bow of the *Kwonggang* overlapping the Old Dock wharf. The deceased was returning to his ship, and went on board the *Kwonggang* through the forward cargo port from the Old Dock. This port is in line with the "ween deck"; he walked across this deck to the fore hatch, down which he fell. The quarter-master on duty, hearing a thud, went to see what was the matter, and peering down the hatchway, saw some one lying on his back. Hastily calling the second mate of the *Kwonggang*, the two went into the hold and found the second engineer of the *Sin Nanning* just breathing his last. The captain of the *Kwonggang* and *Sin Nanning* were immediately called, as was also the chief officer of the latter vessel. Captain Moncur, of the *Sin Nanning*, went for Dr. Burge, but when the latter arrived he found that deceased's neck was broken and that he had been dead some time. The deceased, who was about thirty years of age, is represented as having been a steady young fellow and a general favourite. A verdict of "Accidental death" was returned at the inquest.

A REGULAR meeting of Zealand Lodge, No. 155, will be held in Freemasons' Hall, Zeland Street, on Monday, the 23rd proximo, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

At the opening of Mr. Quong Tart's new Sydney restaurant the other day the enterprising Mac-Tart had four bareheaded natives of Caledonia stern and wild playing bagpipes upstairs. A Sydney contemporary is anxious to know what occult connection is this that is growing up between the Scotch and the Chinese.

PRINCE Louis Napoleon is advertising freely his reasons for leaving the Italian Army and entering the Russian Army. One of his French organs says: "Prince Louis Napoleon, told a prominent statesman that Ciampi was preparing to fight France. 'This was the reason why the Prince resigned from the Italian Army.'"

OF all the curious places to look for smuggled opium the hollowed-out wood of a Chinese coffin would be supposed to be the last. Yet among the mixture of articles on the table at the Police Court this morning was the head of a beheaded body-box, with a cavity in it, covered by a slide, and all discoloured by long use as an opium cache. It was only found through an informer, who led the police to a coffin-shop and pointed out the smuggler's secret. The only held four tins of opium, but could contain twenty, and was admirably suited for carrying in the street among retail purchasers. Mr. Robinson fined the owner \$20, and an accomplice \$35, handing the coffin-head over to the Police as a trophy.

ROMAN plumbers, says a writer in *Engineering News*, were either a little more particular than their brethren of the present era, or the authorities compelled a detail that would be now undreamed of with our short-lived water pipes. The Commission in charge of the improvement of the city of Rome has unearthed great quantities of lead water-pipe, each plainly stamped with the name of the owner of the house, the year of the plumbing, name of the Consul for that year, and that of the reigning Emperor. In opening eighty-two miles of new streets in that city, material has been found sufficient to add to our present knowledge of details concerning the baths, heating flues, water-pipes and house-sewer pipes, the organization of the police and fire brigades, etc.

Mr. Wodehouse dealt with a deceiver of an ingenious turn of mind, at the Police Court yesterday. The prisoner met two coolies who were out of work, and offered to get them employment if they paid him \$1.40 each. They pretended to be able to do by virtue of an official document which he flourished before them. They paid him the money, and he appointed next morning as the time to begin work. Next morning only one turned up, at which the prisoner appeared to be indignant, for pointing to a launch on which they expected to go, he asked his victim "How can I keep waiting time taking you off singly? Go and look for the other." The man did so, leaving his bundle with him, and on his return found no traces of either his property or the alleged employer. He saw him on Wednesday, and gave him into custody. At the Police Station the "official document" was examined, and turned out to be a *Government Gazette*, addressed to the Spanish Procuration. The fraud was "put away" for six months.

SAYS the *Sydney Bulletin*:—From among the gubernatorial chestnuts in Sir George Bowen's lately-published book of reminiscences we extract the following:—"The captain of a P. and O. steamer states that on one occasion, a missionary among the passengers asked, 'only half a gale of wind, if the ship was (sic) not sinking.' 'I took him,' said the captain, 'to the forecastle, and told him to listen to the talk of the sailors, who were using profane language. 'Do you suppose, sir,' I remarked, 'that the sailors would talk in that way if the ship were sinking under?' This seemed to encourage the missionary, who went back to his cabin. However, in the middle of the night the wind increased, and I saw creeping towards the forecastle a white object, which I soon discovered to be my friend in his nightgown. He listened for a minute to the sailors, and then crept back to his berth, muttering, 'Thank God! they are *not* sinking!'"

THE United States Naval Board of Policy appointed to "formulate a plan for building a navy commensurate with the dignity and power of the nation," in their report to the Secretary of the Navy recommended the construction of twenty-two vessels of different types and sizes. These will be built, according to the plan of the Board, in fourteen years, and will cost, together with their maintenance during the fourteen years, \$180,000,000. They say that the cost of the maintenance of a fleet of vessels such as they propose to build is only one-quarter of the amount necessary to keep up the same number of old-style vessels. The Board of Policy comprises the following vessels, the estimated cost of which, with their armament complete, is appended: Ten battle-ships of 10,000 tons, \$5,000,000 each; eight of 8,000 tons, \$5,000,000 each; twelve of 7,000 tons, \$4,500,000 each; five of 6,000 tons, \$3,600,000 each; ten of 5,000 tons, \$3,000,000 each; nine armored cruisers of 6,250 tons, to make nineteen knots an hour, \$3,300,000 each; four protected cruisers of 7,500 tons, to make twenty-two knots an hour, \$3,000,000 each; nine protected cruisers of 5,000 tons, to make twenty knots an hour, \$2,800,000 each; two protected cruisers of 4,000 tons, to make nineteen knots an hour, \$2,600,000 each; five special cruisers of 1,200 tons, to make eighteen knots an hour, \$1,000,000 each; fifteen torpedo cruisers of 900 tons, to make twenty-two knots an hour, \$500,000 each; three torpedo ships, \$200,000 each. The eight ships which Secretary Tracy recommends in his report shall be begun at once or not the eight proposed by the Board, but eight of the first ten.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The half-yearly meeting of the shareholders of this Corporation was held at noon to-day, in the City Hall. Mr. W. H. Forbes presided, and there were present—Hon. J. J. Kewick, Hon. A. P. MacEwen, Messrs. H. L. Dalrymple, W. G. Brodie, H. Hopkiss, B. Layton, S. C. Michaelson, J. J. Moses, L. Poesnecker, D. R. Sassoon (directors) and G. E. Noble (chief manager) Hon. C. P. Chater, Hon. P. Ryrie, Messrs. M. S. Silas Sassoon, H. N. Noddy, E. C. Ray, W. H. Ray, R. A. Crabby, G. Gubbay, A. McCannachie, E. Sharp, G. Champness, J. S. Laiprak, F. Henderson, S. L. Darby, W. H. Young, H. Wade Gardiner, J. Velich, J. D. Hutchison, E. J. Coxon, N. J. Stephens, E. George, C. D. Bottomley, J. A. Mosley, P. McCulloch, J. H. Cox, A. Leith, W. Legge, H. F. Green, S. H. Bird, J. C. Cox, J. S. Coxon, J. C. Cox, S. A. Joseph, C. A. Oporto, K. A. Chioy, C. J. Gossavert, etc.

The Chairman said:—Gentlemen,—We will with your permission take the report as read. The half-yearly meeting has been a very favorable one, and in addition to our usual 300,000,000 we are able to give a 100,000,000 increase our Reserve Fund by 2 1/2 lacs of dollars, and carry forward a substantial amount. Dividend and bonus together represent a return to the shareholders at the rate of 10 per cent for the half year. I explained at the Extraordinary Meeting last month that we had obtained the consent of the Treasury to amending our Ordinance; since that time the matter has received the Governor's final sanction, and the amended Ordinance took effect from the 21st ultimo. The security for our note circulation has been further stipulated for necessitated our increasing further in Indian rupee loans; and you doubtless notice the increase in our assets under the heading of 'Investment.' With regard to Manila I regret to say we have not yet recovered the money embargoed, but our legal advisers assure us that we may confidently expect to have it returned, but that there are numerous formalities to go through which cause delay. Some question has been raised on more than one occasion as to our mode of showing our Profit and Loss accounts—merely putting net profits instead of gross, and not showing cost of management. I have only to reiterate what I said at our last meeting, that if the shareholders express a decided wish to have the accounts presented in a different form they have only to say so. I may mention that the percentage of our charge to the gross profits is under 40 per cent. for the past three half years, and this figure you will find is considerably lower than that of other Eastern banks. For the information of the shareholders I may state that rough valuations recently made show the Bank's property to be about 2 1/2 lacs of dollars in excess of the amount at which it stands in the books. (Applause.) It may not be out of place to mention that your Directors, after mature consideration, and after consulting the London Committee, have decided that the time has come for increasing the Bank's capital to the limit allowed by the Ordinance—viz., to \$10,000,000. A circular will shortly be issued to the shareholders with reference to this increase of capital, and the whole matter will be brought before you in the usual way. We have now, gentlemen, reached an epoch in the Bank's history that I think should not be passed over without some notice. Twenty-five years ago this coming 1st March the Bank opened its doors for business in Hongkong, and I doubt if the most sanguine of the good men who were its promoters expected it to grow to the extent it has. (Applause.) We have had our share of ups and downs, but we have passed our dividend only three times, and during the quarter of a century of our existence we have paid an average dividend of 11 per cent per annum, exclusive of a few bonuses. I do not think any original shareholder can have any cause to regret his investment. Personally I am proud to say that I first joined the Direction of the Bank 22 years ago, and our Chief Manager, Mr. Noble, has entered on his 25th year of service. (Applause.) Before moving the adoption of the report and accounts I shall be happy to answer any questions from shareholders.—There being no questions, he moved the adoption.

Mr. J. C. Cox seconded, and they were adopted.

The Hon. C. P. Chater proposed that the appointment to the Board of the Hon. A. P. MacEwen, Mr. H. Hopkiss, and Mr. D. R. Sassoon, be confirmed.

Mr. MacEwen seconded, and it was agreed to.

Mr. Laiprak proposed the re-election of Messrs. B. Layton, L. Poesnecker, and S. C. Michaelson to the Board.

Mr. Bottomley seconded, and the motion was adopted.

Mr. W. H. Ray moved that the Hon. P. Ryrie and Mr. Henderson be re-appointed auditors.

The Chairman seconded, and it was carried.

The Chairman announced that the dividend warrants would be ready on Monday, the proceedings ended.

MESSRS. GEO. FENWICK & CO., LIMITED.

The first ordinary meeting of the shareholders of this Company was held this afternoon, in the Hongkong Hotel. Mr. F. Henderson presided, and Messrs. G. R. Stevens, D. McCulloch, G. B. Lefavour, C. S. Barton, S. B. Gomes, H. Harris, A. C. Moore, A. Rodgers, J. M. Forbes, and G. Fenwick (general manager) were present.

The Chairman said that the shareholders had had an opportunity of studying the report and accounts of the company during the past week, and he hoped that that study had been satisfactory.

He did not know that there were any items of account which called for comment—as stated in the report the expenses of the formation of the Company had been all charged to this year's working. He might add that the item "sundry debtors" \$19,144, had been almost all collected. He then moved the adoption of the report.

Mr. Gomes seconded, and it was adopted.

Capt. Lefavour proposed the re-election of Messrs. Henderson, Stevens, and McCulloch, as Consulting Committee.

Mr. Harris seconded, and it was carried.

Mr. Stevens proposed the appointment of Mr. T. J. Chalmers as auditor, and, having been agreed to, the proceedings terminated.

It is scarcely up to Derby form, the latter may be good enough to land one of the minor Subscriptions Griffin races. Mr. Pond's second Skipjack in a mile gallop, in 34, 67, 1.42 and 2.17, but this once dangerous pony over short courses is completely "screwed up" and will hardly win a race at the meeting. Bolero (Mr. Townsend riding) is reported to have covered a mile and a quarter in 2.49, but as I did not time the gallop I give the *on dit* for whatever it may be worth.

In a mile trial Chaser made a common hack of Waldo, winning hands down by half a dozen lengths—winners times, 31, 62; 1.34 4-5ths, and 2.10. As the dark-grey must have had very nearly full weight up, this performance is worthy of special note. Aristocrat galloped six furlongs in 1.41, but the gentleman who rode this shapely chestnut has even an odd notion of how to ride a Monolian race, and the finish was consequently what the young men in the A. C. C. pantomime term "an exhibition." Thunderbolt Musket, and another flyer whose identity I failed to discover, went a mile and a half in 3.48; that is quite good enough to warrant these noble rears being "cumshawed" to the Chinese Amusements Syndicate, to assist in furnishing the motive power for the very much "bust-up" merry-go-round. No commission will be charged.

I am afraid that Golden Hope will fail to realize the hopes entertained when Mr. John Peal purchased him in Tientsin for *on dit*, 1250. He can't say, and I think he has a screw loose somewhere. This morning he galloped a mile, ridden clean out, in 2.20, which is exactly the form displayed by our office goat in his never-to-be-forgotten match from the Central Station to Wanchai with a well-known guardian of the peace (Mr. Reynolds) on Tamar made rings round Coolyply (Mr. Sampson) in a mile and a half sprint—winners times 33.51, 1.42, 2.19, 2.55 and 3.39. Chappie B. at Dogberry and Wanderer, after a close finish, over three quarters of a mile, in 34, 66 and 1.42, but I fancy that neither of them possesses sufficient speed to give him a "look-in" either in the Valley or German.

Grantham went a mile and a quarter in 33, 66, 1.40, 2.04, and 2.53, and I think he was pumped out at the finish. I timed Leap Year and Merry Christmas over the Derby course—33, 67; 1.44, 2.22, 2.56, and 3.30, the big chestnut falling away to nothing in the last quarter. After passing the post Mr. Hough raced Leap Year at high pressure to the Black Rock, the old stager going to the end with undeniable gameness. Home Guard (Mr. Pond) and Arabic (Mr. Read) strode along for a mile and a quarter; it was a near thing at the finish, but Home Guard won cleverly in 34, 66, 1.39, 2.13 and 2.45. Susewind, with the dark-grey Kettles in a race-pony, and Don John an arant cur. Lygonian (Mr. Read) was "powed" the German Cup distance, Claudio showing the way to the supposed "crack" from the mile post. Mr. Jones's pony had slightly the better of the spin, and the chronograph registered—37, 1.01, 1.44, 2.17, and 2.51. Silken Mead cantered along Athol Brosse for a mile-and-a-half in 35, 1.10, 1.46, 2.23, 3.00, and 3.38, and although six hundred Highland laddies are reported to have "chin-chinned" him to ensure a regimental victory I am afraid a win in either the Valley or German is a remote contingency.

Mullingar went a long gallop, with Mr. Master in the saddle, but I was unable to obtain any record. Balmoral (Mr. Green) somewhat easily beat Don John (Mr. Hutchings) for three quarters in 34, 69, and 1.13, but it struck me that Harry was "monarch of all he surveyed" a long way from the winning post. Nevertheless Balmoral is a race-pony, and Don John an arant cur. Lygonian (Mr. Read) was "powed" the German Cup distance, Claudio showing the way to the supposed "crack" from the mile post. Mr. Jones's pony had slightly the better of the spin, and the chronograph registered—37, 1.01, 1.44, 2.17, and 2.51. Silken Mead cantered along Athol Brosse for a mile-and-a-half in 35, 1.10, 1.46, 2.23, 3.00, and 3.38, and although six hundred Highland laddies are reported to have "chin-chinned" him to ensure a regimental victory I am afraid a win in either the Valley or German is a remote contingency.

Fidget (Mr. Pond) and Senegal (Mr. Read) galloped a mile and a half, the latter winning cleverly in 35, 61, 1.43, 2.18, 2.55, and 3.30. Over the same distance Vivid (Mr. Townsend) beat Vernal (Mr. Hart Buck) in 35, 1.11, 1.48, 2.25, 2.58 and 3.31. Myth (Mr. Maclean), accompanied by Fiat Venture for six furlongs and Count Mickydeed, covered a mile and three quarters in 31, 61, 1.40, 2.18, 2.50, 3.26, and 4.02. "By the clock" this is a good performance, but Myth is a runaway pony that cannot be relied on to do his best when seriously asked the question at the end of a race. Ringwood had the better of Total Loss over a mile and a quarter in 2.50, but neither one of the two galloped like a race-pony. Luster (Mr. Reynolds) Oamaru (Mr. Sampson), Dye-underton (Mr. Master), and Musket went a mile and a quarter, Haben (Mr. Hobbs) joining in at the mile post. After a good race Luster won by rather over a length from Haben, with Oamaru close up—times, 32, 66, 1.42, 2.18, and 2.54. Blue Rohn (Mr. Bruce) cantered away from Founner (Mr. Boyd) over a mile and a quarter in 32, 68, 1.44, 2.22 and 2.58. Victor was too good for Visitation for a similar gallop in 36, 1.11, 1.46, 2.21 and 2.51.

Pao-shing (Mr. Pond) carried far too many guns for Salpêtre (Mr. Read) over the mile course, finishing by himself in 35, 67, 1.41 and 2.14. This is the best form Pao-shing has shown during the present training season. Royon d'Or, Hotspur, and Pedro Blanco "powed" the Valley Stakes distance, the first named making the whole of the morning and winning by rather over a length from the grey in 32, 66 and 1.42. Daphne (Mr. Sampson), going alone, registered for a mile and a half—34, 67, 1.41, 2.15, 2.51 and 3.26. Valentine (Mr. Hart Buck), with Volunteer to help him along from the Valley Stakes starting post



necessary, we took up our guns, and getting all our servants on deck to make a great show of strength as possible, awaited the result of this move. Fortunately for us it was successful, and soon to our great joy the junk turned on their heels—I don't know what the equivalent would be—explosion would be—and left us to pursue the remainder of our trip in peace. The pirates, seeing they might be drawn further up the river than was consistent with their own safety, probably concluded the game was not worth the candle. If we had fallen in with them an hour sooner, we might have had a different tale to tell, as, soon after, some of our missionary friends who were on the island with us, and who scouted the idea of danger from these fellows, were captured by them while on their way back to Nippon, and plundered of all their belongings, besides being subjected to most ignominious treatment. On reaching Shanghai we found we had been objects of great solicitude to the community, as we had overstayed the time we had intended to be absent, and it was feared we had either been wrecked in the typhoon which had occurred, or fallen into the clutches of the pirates, who it was known had returned from the north. Indeed, a gunboat was about being despatched to search for us, and was sent out a day or two after, when news of the mishap which had befallen the missionaries reached here.—W. S. Wetmore, in N. C. Daily News.

## CHUNGKING.

(FROM OUR OWN CORRESPONDENT.)

On Sunday morning, January 26th, Bishop Coupat, the Catholic bishop resident in Chungking, passed away. He had been in poor health for about a year, and a severe fit of coughing brought on a hemorrhage from which he died. He was in his 48th year, and had been bishop eight years. His body lay in state for a day or two preceding the burial, many taking advantage of the opportunity to view the remains. He was widely noted for his prudence and sagacity, and had managed the affairs of the mission with marked ability.

An interesting incident of the bishop's early life is worthy of note. Once while on his way up the river the boat in which he was making the voyage was wrecked in the great *tsun fan*, and a fellow priest sank in the stream. Being a good swimmer, Bishop Coupat instantly plunged into the torrent in the endeavor to save him. The effort was in vain. His companion was drowned, and he himself came very near sharing the same fate. He was carried about two miles down stream before he was picked up, in an almost exhausted condition. The result was a severe cold and serious lung trouble for a year or two. It seems probable that his lungs had never become fully strong since.

Ever since the late here the Catholic missionaries have been living in rented houses. However, during the last year or two they have been gathering materials, and the rebuilding of their burned residences is progressing rapidly. During the last nine days of the Chinese year the four Protestant missions here held united native meetings. Much good is believed to have been done thereby, and the meetings are likely to become an established institution.

The London and the Friends' missions have not been here long enough to report members, but the China Inland and the Methodist missions are having gratifying success in their work. They have together about 100 members and adherents, the number having about doubled during the year.

And as the *tsun fan* is no more! I pray you, dear friends, that we may turn aside and weep a little space. After having been kept oscillating between hope and despair for two years, we are now plunged into the depths of almost impenetrable gloom.

To think that money could have bought that noble vessel, which had been sacredly devoted to the purpose of opening West China to the world's commerce! Surely another steamer will be built (we hope a better one). Surely the commercial interests are strong enough to compel attention to their demands. Is the Englishman so easily overruled in diplomacy and so readily intimidated in a game of bluff?—N. C. Daily News.

## QUEER TALES OF OUR STATION.

## THE PITCHER STAKES.

"Twelve hundred rupees in the lottery and Grampus for sale! Now, gentlemen, any bid for Grampus? Can't stay here all night. That well-known horse Grampus. There was a murmur round the room. What's Grampus? Who does he belong to? "Here you are," says the auctioneer, reading from his card of entries. "Grampus, bay country-bred horse, 13½, property of Mr. Ullick." "Who's Mr. Ullick?" was the general shout. In our station, we all know each other, and a stranger at our meetings, well frequented though they are, is very rare. "I am Ullick," said a short thick-set man, with a brown beard, keen eyes that looked furtively beneath shaggy eyebrows, and a general appearance of a cross between a tumbler in seeds or measure in the old country, and an Australian horse-dealer. "I am Ullick," he repeated, pushing himself forward to the table and looking round defiantly. "And that horse Grampus is mine." "Oh? I remember," chimed in our sporting subaltern, who was generally looked upon as an oracle in these matters in our station, and whose horse proclivities were undeniable. "I remember—saw you up on the course this morning: funny-looking brute of a horse yours," goose-rumped, cow-hocked, ewe-necked and a glass eye on the near side. The man nodded, "that's him." "Well, gentlemen," impatiently shouted the auctioneer, "Hec! the owner of Grampus, and you have to bid for him, or you lose him. Now, then, how much for Grampus? Going to the drawers—once, twice." "Five rupees," chimed a little voice from the further end of the room, and a youth in a white shirt-jacket, looked up at the table and then cast his eyes down, his face suffused with blushes at having attracted so much attention. "You naughty boy," said a brother officer chaffingly "if you gamble in this reckless way I shall have to write to your governor." "Twelve hundred and five rupees in the lottery," says out the auctioneer, "no bids!" "Ten rupees," muttered Mr. Ullick, edging his way close to the table. "Now then, Bowles," shouts the presiding genius to the blushing youth, "not going to plunge any further?" Bowles smiled lamely and shook his head. "No advance on ten rupees"—once twice, gone.

Grampus was the last horse on the list, and the paper was closed. Again the merry dice rattled and our station's gamble went on far into the early hours of the morning, and no one thought more of the bagman and his pony. Was it not a certainty for Cosette or Twister, why they had been sold for two hundred and fifty, and three hundred rupees apiece, and the owner had claimed half. Mr. Ullick, on registering his bid, slipped off quietly to the bar, where one or two jockeys were doing their chances for the morning, by quaffing unlimited quantities of very highly coloured brandies and sodas, and pulling—as it is to be hoped they never pulled on a course—as the huge coarsely-smelling vegetable which passes muster for tobacco in our Eastern Empire. They eyed the new comer furtively, from the black velvet hat, down the ill-fitting white clothing to

the wrinkled, square-toed, and not-too-highly polished boots. And then they looked at each other. Involuntarily their tongues crept into their cheeks, and they stealthily exchanged winks. If they had given expression to their thoughts in words, they would have joined in a chorus of "He's a deep one that—on for business."

Mr. Ullick looked round. "Good evening, gentlemen," he said in a thick voice, and he smiled, or rather distended the corners of his mouth, showing a horrible double row of blackened grinders, apparently well worn and blunted by a constant grip on pipe stems. "Wh—'ll you have? It's dry weather this. Very warm," he added, raising his soft hat by the crown, and extending a flaming red spun-silk handkerchief, with which he mopped his head. "Something short, shall I say, gentlemen?" The riding fraternity again exchanged glances, there was no doubt of it they were all agreed there was something on. As Dumpty said to little Snuffles afterwards:—"I was certain that old cove was a knowing one, and wasn't here for nothing; but who'd have thought he'd have played that game! I am blessed!"

He was not, as it happened, Dumpty was wrong; he was not blessed, but most terribly cursed in the sequel; but I am anticipating. Strong whisky cocktails seemed to meet the general demand, and after their consumption the coldness and suspicion which Mr. Ullick's appearance first gave rise to gradually wore off under the melting influence of the spirit.

"That'll be a race worth winning," he said in an absent manner. "What is that?" queried Snuffles. "Oh, the Pitcher Stakes, only three starters four hundred rupee stakes, and three lotteries worth in all 3,500 rupees. Worth pulling off," he added musingly. "Nearly 120 to 1 chance against my little horse."

"It's a toss up between that horse of the Crashers, what's his name? and the Canterers' mare Cosette," said Dumpty, "that's why, I suppose, there are only two starters scratched—no good wasting theponies for nothing, and spoiling them for the other events. Three starters make a race, so it'll be run right enough."

"Any of you free for that race?" Ullick enquired diffidently. "I'll give fifty rupees to the man that'll ride my little horse Grampus." Fifty rupees for a mount in a sky meeting was not to be meted at; but the jockeys wouldn't bite. Again they scanned their temples, and again the furtive wink went round. "Something up," they reasoned. "We'll keep out of it. Not good enough, so early in the season, too. He's a deep one, he is!"

A small riding boy, a little black monkey, a caricature of humanity, with legs and arms the thickness of an ordinary man's thumb, clad in various linen breeches and gaiters, and old discarded button-boots to which were attached a pair of rusty spurs, the whole garb of ill-fitting and ill-chosen, crowned by a gunner's forage cap embellished with bazar lace, was slouching in the shade of the doorway, and had evidently been drinking in the conversation, for his eyes twinkled when he heard the offer of the mount refused. If he could only get the chance!

Mr. Ullick was too much of a politician to press matters. Whatever his game was, he had no intention of showing his hand just then. "Well, good night, gentlemen," he said, draining his glass, and replacing his villainously greasy hat carefully on his head. "It's getting late. Hope we'll have good sport to-morrow," and he chuckled heartily, but his audience heard it, and they wagged their heads maddeningly and sententiously, as he left the room. Snuffles first broke the silence. "He's a deep one that," he bellowed out. A sentiment Dumpty emphasised by solemnly expectorating on the floor, and viciously picking his teeth with the straw of a Trichy.

The "deep one" impervious or unconscious of the curiosity and speculations he had originated, stumbled down the steps of the verandah into the darkness of the night. "It's on," he muttered to himself, "fairly on, don't see how it can miss. Pretty that lad of mine is laid up, miss get hold of somebody to ride who ain't too particular. They are a nice soft lot," he continued turning round and looking sneeringly into the Club House where the soft ones, regardless of the scathing criticism that was being passed on them, were diligently endeavouring to transfer rupees into their neighbour's pockets from their own. "A fine lot of pigeons; them, to pluck. Yes, I think I'm safe enough if I only had my boy on his legs again."

"You want riding-boy, sabib? I very good boy, sir," interrupted our little brown friend, who had been lying in wait behind the shadow of the door. "You want good boy, sir, I ride Kingston sabib's horse, win race for master."

"You're one of Kingston's boys, are you?" said Ullick, regarding him suspiciously with his keen little eyes. "If you are as knowing as your master, you'll do. If Kingston were here I'd bet he'd twig, but he'll have no use for you now I expect, for some time." Kingston had been warned off for roving, and the old rascal chuckled to himself.

"Master, I do anything master wishes," replied the little imp. "Yes, you'll do," mused Ullick, "but the weight! you'll have to carry a terrible lot. A lot of lead wanted to square you. Ill try you, you young ruffian. Come here," he added, raising his voice threateningly, "come and be sumptuous!"

The sumptuous process was earnest and lengthy, and apparently when they parted, master and man had arrived at a distinct understanding, although the former looked rather dubiously at the frightened and anxious appearance of his young accomplice. "He'll run straight," he muttered. "Ill I am gone any-how. Gad! he knows I'd wing his neck and throw him down the nearest well if he dared, that's sure, and he's aware deeply and strongly, and turning on his heels, he plunged into the *tsun fan* and was driven home to dream of the next day's work.

The fates were kind to our moonson meeting. A heavy shower of rain had fallen during the night, and the atmosphere, considering the time of the year, was cool and pleasant. The course itself was a little stiff, but then, that was to be expected and had been discounted in backing our fancies. The grand stand was very full. The male element of course predominated, but there was a sprinkling of ladies who, if they lacked colour in their cheeks, endeavoured to compensate for its want by being adorned with hats and gay umbrellas and gowns. The refreshment tents of the regiments and batteries of our station were there, vying with each other in their attractive hospitality. Two "bookies," who seemed to be doing a fair business, were present shouting the odds with such energy as they could master. "Bookies" in this land are not the loudly clad brazen-throated gentry of the old country! They present here a sober and respectable appearance, and might easily be mistaken for members of our judicial bench, or some equally sober branch of officialdom.

The great race was the Pitcher Stakes! "Fifty to one bar two," our "bookies" were shouting. "Even money about Cosette and that horse of the Crashers—the Lord alone knows what they call it." "Fifty to one Grampus," "I'll take you," said our old friend of the previous evening quietly. "What in it?" said the clerk of the pencil. "Fifties," "Cash, sir." He wasn't the sort of cove to book. "Twenty-five to one, Grampus," the betting was coming down. "I'll take that too," quoth the owner.

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## Intimations.

# HONGKONG TRADING COMPANY, LIMITED.

(LATE THE HALL &amp; HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

## RACE SEASON, 1890.

"THE JAUNAY" CHAMPAGNE, Quars, Pints, and 1 Pints. "Aglucos," "Sec," "Medium Div."

"THE JAUNAY" is a high class wine and is specially recommended.



## Masonic.

ST. ANDREW'S CHAPTER,  
No. 218.

A REGULAR CONVOCAION of the above Chapter, will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 24th February, at 8.30 for 9 P.M. precisely.  
Hongkong, 17th February, 1890. [307]

## Notices of Firms.

## NOTICE.

M<sup>R</sup>. TOM GREAVES GOWLAND and M<sup>R</sup>. HENRY PERCY WHITE are admitted PARTNERS in our Firm from the 1st February, 1890.

DODD & Co.  
Tamsul & Kelung } 1st February, 1890. [278]

## NOTICE.

WE have this day entered into Partnership as Solicitors and shall carry on business under the name of "HOLMES & RODDY." HENRY J. HOLMES. ARTHUR B. RODDY.  
Hongkong, 1st February, 1890. [224]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF PEKING" are hereby notified that their goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained, on Counter-signature of Bills of Lading.  
Goods remaining unclaimed after the 28th instant, will be subject to rent.  
No Fire Insurance is effected.  
CHAS. D. HARMAN, Agent.  
Hongkong, 21st February, 1890. [2]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "SACHSEN,"  
FROM BREMEN AND PORTS OF CALL.  
THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 P.M., TO-DAY, the 20th inst.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th February, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th February, at 4 P.M.  
All Claims must reach us before the 27th February, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by MELCHERS & Co., Agents.  
Hongkong, 20th February, 1890. [4]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY & TAMSUI.  
THE Company's Steamship

"FOKIEN,"  
Captain Lewis, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at DAYLIGHT, instead of as previously advertised.  
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.  
Hongkong, 21st February, 1890. [323]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW AND BANGKOK.  
THE Company's Steamship

"KONG BENG,"  
Captain R. Jones, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at DAYLIGHT.  
For Freight or Passage, apply to YUEN FAT HONG, Agents.  
Hongkong, 20th February, 1890. [324]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI, KOBE & YOKOHAMA.  
THE Company's Steamship

"NINGCHOW,"  
Wm. Durdin, Commander, will be despatched for the above Ports, on or about the 25th inst.  
For Freight, apply to ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 18th February, 1890. [311]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(Passing through the INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship

"ANCONA,"  
Captain W. D. Mudie, will leave for the above places, on FRIDAY, the 28th instant, at DAYLIGHT.  
E. L. WOODIN, Superintendent.  
Hongkong, 17th February, 1890. [3]

"SHIRE" LINE OF STEAMERS.  
FOR NEW YORK.  
THE Steamship

"MERIONETHSHIRE,"  
Captain. Dowling, will be despatched on or about the 4th March.  
This Steamer has superior Passenger Accommodation.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, 5th February, 1890. [1559]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & FOCHOW.  
THE Company's Steamship

"HAITAN,"  
Captain S. Ashton, will be despatched for the above Ports, on TUESDAY, the 25th instant, at DAYLIGHT.  
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.  
Hongkong, 21st February, 1890. [329]

FOR SHANGHAI, KOBE & YOKOHAMA.  
THE Steamship

"ALBANY,"  
Captain Porter, will be despatched for the above Ports, about the 25th inst.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, 18th February, 1890. [310]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"ARLIE,"  
Captain Ellis, will be despatched for the above Ports, on TUESDAY, the 25th instant, at DAYLIGHT.  
For Freight or Passage, apply to RUSSELL & Co., Agents.  
Hongkong, 14th February, 1890. [321]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TAIYUAN,"  
Nelson, Commander, will be despatched as above on SATURDAY, the 1st prox., at NOON.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engine. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th February, 1890. [301]

## Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA"  
3,167 Tons Register, Captain F. H. Wallace, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY, the 6th March, at NOON.  
To be followed by the S.S. "BATAVIA" on the 3rd April and "ABYSSINIA" on the 24th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver and Victoria, (Mex.) \$210.00  
To Montreal New York, &c. 700.00  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th March.  
All parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.  
For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, 7th February 1890. [14]

NORDDEUTSCHER LLOYD.

NOTICE  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of March, 1890, at 10 A.M., the Company's Steamship "SACHSEN," Captain R. V. Goessel, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M. on 15th March. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.  
For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, 17th February, 1890. [1]

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT FLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEY," Captain W. D. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL on WEDNESDAY, the 26th February, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.  
Sills and Valuable Goods for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 14th February, 1890. [1]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight to Japan, the United States and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco 225.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.  
C. D. HARMAN, Agent.  
Hongkong, 30th January 1890. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th March, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco 225.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.  
C. D. HARMAN, Agent.  
Hongkong, 13th February, 1890. [2]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Thibet	Bombay	February 23rd	P. & O. S. N. Co.
Ningchow	Liverpool	February 24th	Arnhold, Karberg & Co.
Palamed	Liverpool	February 24th	Butterfield & Swire.
Glennia	London	February 25th	Jardine, Matheson & Co.
Kutang	Calcutta	February 26th	Jardine, Matheson & Co.
Djemnah	Marseilles	February 27th	Messageries Maritimes.
Oceanic	San Francisco	February 28th	O. & O. S. S. Co.
Bomida	Tiaste	March 1st	Carlowitz & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c., via Suez Canal	Sulej	P. & O. S. N. Co.	Feb. 26th, at noon.
London, via Suez Canal	Glenegles	Jardine, Matheson & Co.	About Feb. 27th.
London, via Suez Canal	Cyclops	Butterfield & Swire.	February 28th.
Marseilles, via Saigon, &c.	Natal	Messageries Maritimes.	Mar. 5th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	Mar. 16th, at 10 a.m.
New York	Merionethshire	Adamson, Bell & Co.	About March 4th.
San Francisco, via Y'hama	Oceanic	O. & O. S. S. Co.	Mar. 13th, at 1 p.m.
Vancouver, B.C., via I. &c.	Parthia	Pacific Mail S. S. Co.	Feb. 26th, at noon.
Sydney, Melbourne, &c.	Arlie	Adamson, Bell & Co.	Mar. 6th, at noon.
Port Darwin, &c.	Taiyuan	Butterfield & Swire.	Feb. 25th, daylight.
Sandakan and Kudat	Memnon	Butterfield & Swire.	Mar. 1st, at noon.
Yokohama, via Nag., &c.	Albany	P. & O. S. N. Co.	Feb. 24th, at noon.
Shanghai, Kobe, &c.	Ningchow	Arnhold, Karberg & Co.	About Feb. 25th.
Shanghai, Kobe, &c.	Djemnah	Messageries Maritimes.	About Feb. 26th.
Shanghai, via Swatow	Fooksang	Jardine, Matheson & Co.	Feb. 25th, at noon.
Shanghai, via Amoy	Palamed	Butterfield & Swire.	February 26th.
Shanghai	Yangtze	Siemssen & Co.	Feb. 24th, at 4 p.m.
Manila, via Amoy	Diamante	Russell & Co.	Feb. 24th, at 4 p.m.
Halpang (direct)	Clara	A. R. Marty	To-morrow, daylight.
Swatow and Bangkok	Kong Beng	Yuen Fat Hong	To-morrow, daylight.
Swatow, Amoy, &c.	Kong Kong	Douglas Lapraik & Co.	To-morrow, daylight.
Coast Ports	Haitan	Douglas Lapraik & Co.	Feb. 25th, daylight.
Swatow	Pakshan	Hop Hing Hong	To-morrow, daylight.

## Pharmaceuticals.

## Notice to Consumers

The PRODUCTS of

## ORIZA-PERFUMERY L. LEGRAND

207, rue Saint-Honore, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA, ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE: 1. Their manufacture is supervised with the greatest care; 2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED to live upon their reputation we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firms of Perfumers and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

## INTIMATION.

F. Blackhead & Co.,  
SHIP-CHANDLERS, SAIL-MAKERS,  
AND  
PROVISION MERCHANTS,  
NAVY CONTRACTORS,  
AND  
GENERAL COMMISSION AGENTS.  
No. 11, Praya Central,  
(Opposite Padder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS.  
HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.



SAPOLIO.  
ENOCH MORGAN'S SON'S  
SAPOLIO  
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HASEN'S FRANKFURT ON M. CONSERVED MEATS.

VEGETABLES and FRUIT CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLensburg STOCKBEER ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THE SHORTEST NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1889. [1]

## Dr. Knorr's

## ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1889. [120]

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, CONTRACTORS, IRONWORKERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWENFORD, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

10 to 12 P.M. every half hour (Tiffin Car at 12.45).

3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 8.45, 9, 10.30, 11 P.M.

SATURDAYS.

NIGHT TRAMS at 8.45, 9, 10.30, 11 P.M.

SUNDAYS.

10.40 A.M.; 12 (NOON) 12.30 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co., General Managers.  
Hongkong, 1st November, 1889. [1510]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.  
WATCHES and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis "Audemars" Watches; awarded the highest Prize at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.  
MARINE GLASSES and SPYGLASSES.  
No. 4, Queen's Road Central, [743]

## For Sale.

## SYRUP OF FIGS

